

## Executive Summary

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In July of 2003, the Transportation Planning Branch of the North Carolina Department of Transportation and Lincoln County made a formal agreement to begin work on the Lincoln County Comprehensive Transportation Plan. The resulting Lincoln County Comprehensive Transportation Plan, as shown in **Figure 1**, resulted from the implementation of the transportation planning principles.

It is important to realize that the recommended transportation plan is based upon anticipated growth and development of the planning area reflecting current zonal trends as provided by the planning area. Prior to the construction of specific projects, a more detailed study will be required to reconsider development trends, determine specific design requirements, and further evaluate environmental impacts.

The Comprehensive Transportation Plan for Lincoln County currently includes recommendations for three planning elements: the highway map, the public transportation and rail map, and the bicycle map. The format for the pedestrian map has not been finalized so it was not developed as part of this study. The projected population within the planning area is based on the regional control totals used in the development of the Metrolina Regional Model, which were adopted by Lincoln County and Lake Norman RPO in September 2004. The public transportation and rail element and the bicycle element were developed to reflect the overall goals for the area based on discussions with local planners and the public.

This report documents the findings of this study along with the resulting recommendations for improvements. In addition, this report presents transportation cross-section recommendations, cost estimates for the recommended improvements, and environmental features found in the planning area.

After constant coordination with the planning department and several drop-in sessions with the citizens of the planning area, the Lincoln County Comprehensive Transportation Plan was adopted by the Lincoln County Board of Commissioners on January 23, 2006.

Implementation of the plan rests largely with the policy boards and citizens of the planning area. Transportation needs throughout the State exceed the available funding; therefore, local areas should aggressively pursue funding for the projects they desire.